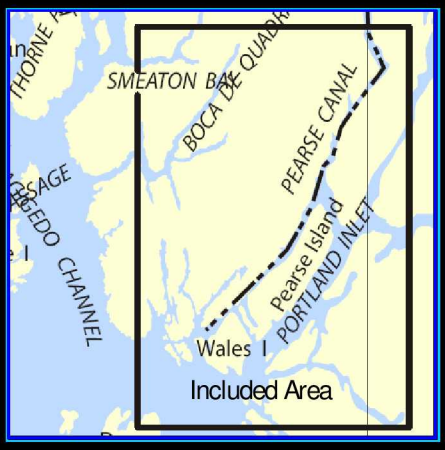
BookletChart™

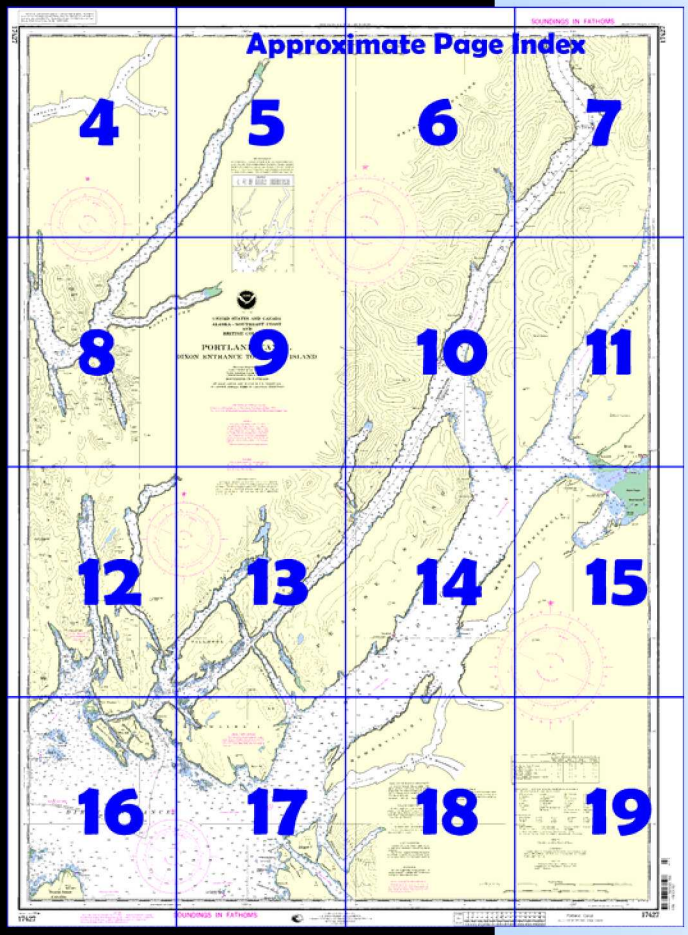
Portland Canal – Dixon Entrance to Hattie Island

(NOAA Chart 17427)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

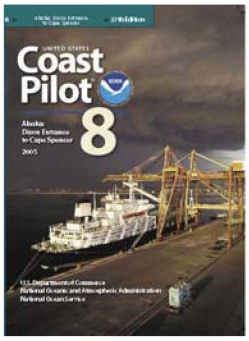
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 4 excerpts]

(104) **Portland Canal** extends N from its junction with Pearse Canal and **Portland Inlet** at **Tree Point** for about 57 miles to the towns of Hyder, Alaska, and Stewart, B.C. The channel, clear and deep, has no dangers except for a rock awash, about 0.2 mile off the W (Alaska) shore, 2.3 miles above **River Point** (55°34.2'N., 130°08.2'W.). It is reported that in the winter there are strong N blows in the canal and small boats often ice up.

(105) **Reef Island** is close off the W shore, abreast **Spit Point**, at the entrance to Portland Canal. **Reef Island Light** (55°04'44"N., 130°12'11"W.) 19 feet (5.8 m) above the water, is shown from a spindle with a red and white diamond-shaped daymark on the S end of the island.

(106) **Harrison Point**, high and bold, is 2.5 miles N of Reef Island. **Dickens Point**, on the E shore, is about 4.5 miles N of Spit Point. A black rock, 8 feet (2.4 m) high, is close S of Dickens Point, and a drying ledge extends a short distance from it.

(107) **Sandfly Bay**, on the W shore abreast Dickens Point, 14.5 miles above Hidden Inlet, has no value as an anchorage. **Stopford Point**, bold and conspicuous, is on the E shore about 3 miles above Dickens Point.

(108) **Halibut Bay**, free of hidden dangers, is on the W shore of Portland Canal, about 4 miles above Sandfly Bay. Its shores are generally bold, but on each side near the entrance are sandy beaches with shoals that extend 80 yards (73 m) offshore, and low grassy land running 100 yards (91 m) back. Near the head of the bay extensive flats, which bare, make out from the W shore almost all the way across leaving a narrow channel close to the E side, through which 5 feet (1.5 m) can be carried to a narrow basin 2 to 4 fathoms (3.6 to 7.3 m) deep and suitable only for small craft.

(109) Halibut Bay affords anchorage for vessels in the middle of the bay in 10 fathoms (18.3 m), about 0.2 mile above **Astronomical Point**, the NE point at the entrance, and abreast a rocky point at the N end of the sand beach on the W side, where the anchorage is 450 yards (411 m) wide; also 700 yards (640 m) farther up abreast the N end of the sand beach on the E side, in 10 fathoms (18.3 m), where the anchorage is 300 yards (274 m) wide.

(110) **Logan Point**, on the E shore, is 4.3 miles NE of Stopford Point.

(111) **Camp Point** on the W shore about 4.5 miles NE of the entrance to Halibut Bay is wooded and precipitous.

(112) **Hattie Island**, in midchannel about 6 miles above Halibut Bay, is about 700 yards (640 m) long and has some stunted brush growing on it. **Hattie Island Light** (55°17'12"N., 129°58'24"W.), 21 feet (6.4 m) above the water, is shown from a pole with a slatted orange circular daymark on the W side of the island. **Belle Bay**, the bight E of Hattie Island, does not afford anchorage.

(185) **Mink Bay** (55°05.5'N., 130°43.4'W.) enters the S side of Boca de Quadra about 2 miles E of Kite Island, and has depths of 16 to 60 fathoms (29 to 110 m) to near its head. **Cygnet Island**, low and wooded, is on the W side of the entrance. The narrow passage on the W side of the island is frequently used by small craft. A submerged rock is near midpassage about 100 yards (91 m) S of the island. **Grouse Rock**, which bares, is about 0.2 mile S from Cygnet Island; deeper water surrounds the rock. A mooring buoy is about 200 yards (183 m) S of Cygnet Island. Anchorage may be found between Grouse Rock and Cygnet Island in 5¾ to 7 fathoms (10.5 to 12.8 m), off the old cannery site. It is reported that the ruins of the old cannery dock are no longer visible at the S end of the anchorage.

(186) **Humpback Creek** enters from E about 0.8 mile from the head of Mink Bay and carries a flat halfway across the channel. A privately maintained mooring buoy is close N of the flat on the E side of the bay. Above the flat is a secure anchorage, 0.3 mile wide, in 10 to 15 fathoms (18 to 27 m). A flat extends 700 yards (640 m) from the head of the bay. Local knowledge is necessary to use this anchorage.

(187) **Hugh Smith Lake** empties through **Sockeye Creek** (chart 17420) into the inlet about 0.3 mile N of the entrance to Mink Bay. A cabin is on the N bank at the head of Sockeye Creek. A trail leads from the inlet along Sockeye Creek to Hugh Smith Lake.

(188) **Marten Arm**, entered about 1.5 miles N of the entrance to Mink Bay, has depths of 23 to 107 fathoms (42 to 196 m) until near the flat that extends 0.7 mile from the head. The arm is clear but has no anchorage. Above **Bactrian Point**, the main NE arm of Boca de Quadra is too deep for anchorage.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed on the west shore of Nakat Inlet about 1¼ mile north of Surprise Point.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

VESSEL TRAFFIC SERVICES

Traffic Services calling-in point with number; arrows indicate direction of vessel movement. For additional information concerning these services see U. S. Coast Pilot and Canadian Sailing Directions.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Ketchikan WXJ-26 162.55 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental Information concerning aids to navigation.

See National Imagery and Mapping Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.201″ southward and 6.015″ westward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Canadian Hydrographic Service.

Mercator Projection
Scale 1:80,000 at Lat. 55°20′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Ministry of Transport and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left-hand corner

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

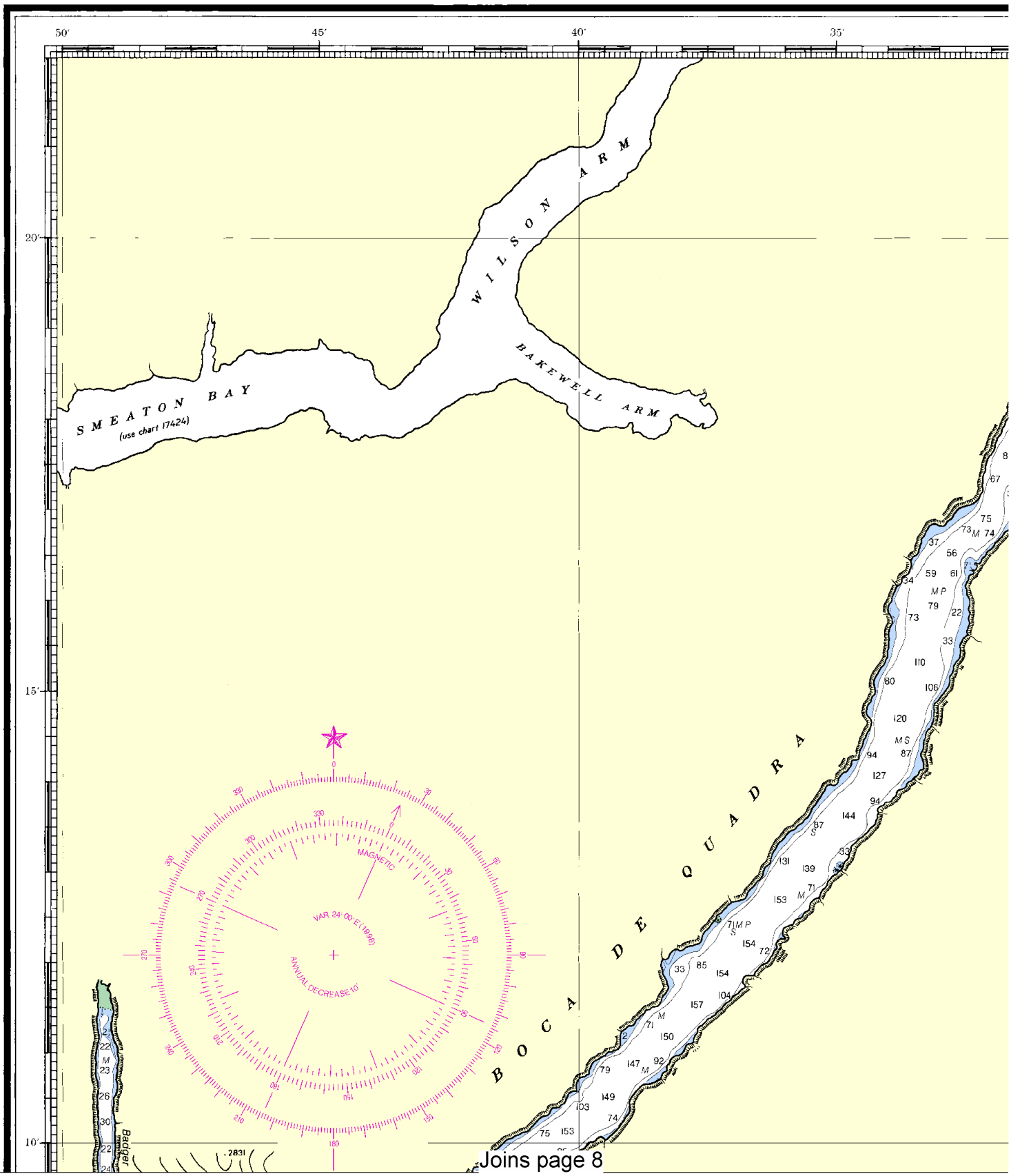
TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Nakat Harbor, Dixon Entrance (54°49′N/130°42′W)	14.7	13.8	1.4	-4.5
Wales Island (Cannery), Pearse Canal (54°47′N/130°33′W)	15.3	14.4	1.5	-4.5
Halibut Bay, Portland Canal (55°14′N/130°06′W)	16.0	15.1	1.7	-4.5
Boca de Quadra, Revillagigedo Channel (55°07′N/130°48′W)	15.0	14.1	1.4	-4.5

(498)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

17427



4

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

130° 30′ 25′ 20′ 15′

Nautical Miles

Yards

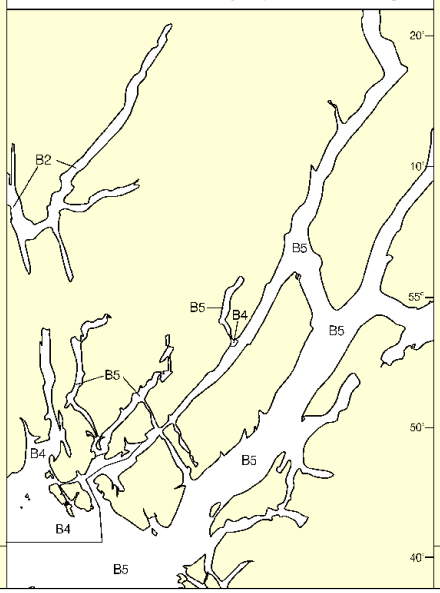
PEABODY MOU

Joins page 6

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in th s diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



MAGNETIC

VAR 24° 00′E (1998)

ANNUAL DECREASE 10′

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8053, 1st Ed., July 1936 C-1936-444 KAPP 2742

130° 30′ 25′ 20′ 15′

Nautical Miles

Yards

Joins page 5

SOURCE DIAGRAM

represent the limits of the most recent hydrographic
hat has been evaluated for charting. Surveys have been
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SOURCE		
1970 - 1989	NOS Surveys	partial bottom coverage
1900 - 1939	NOS Surveys	partial bottom coverage
Pre - 1900	NOS Surveys	partial bottom coverage

PEABODY MOUNTA

MAGNETIC

VAR 24° 00′ E (1998)

ANNUAL DECREASE 10′

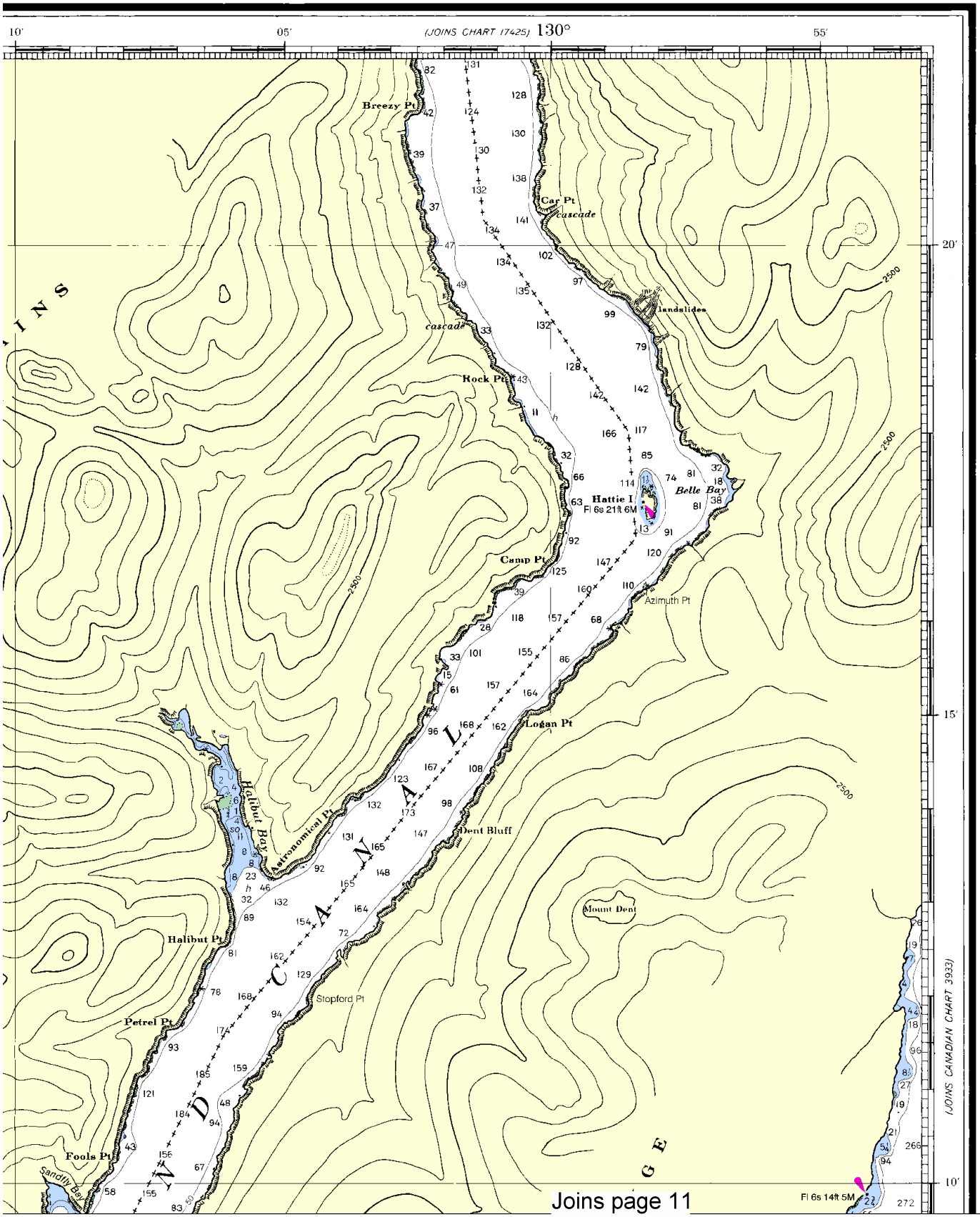
Joins page 10

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

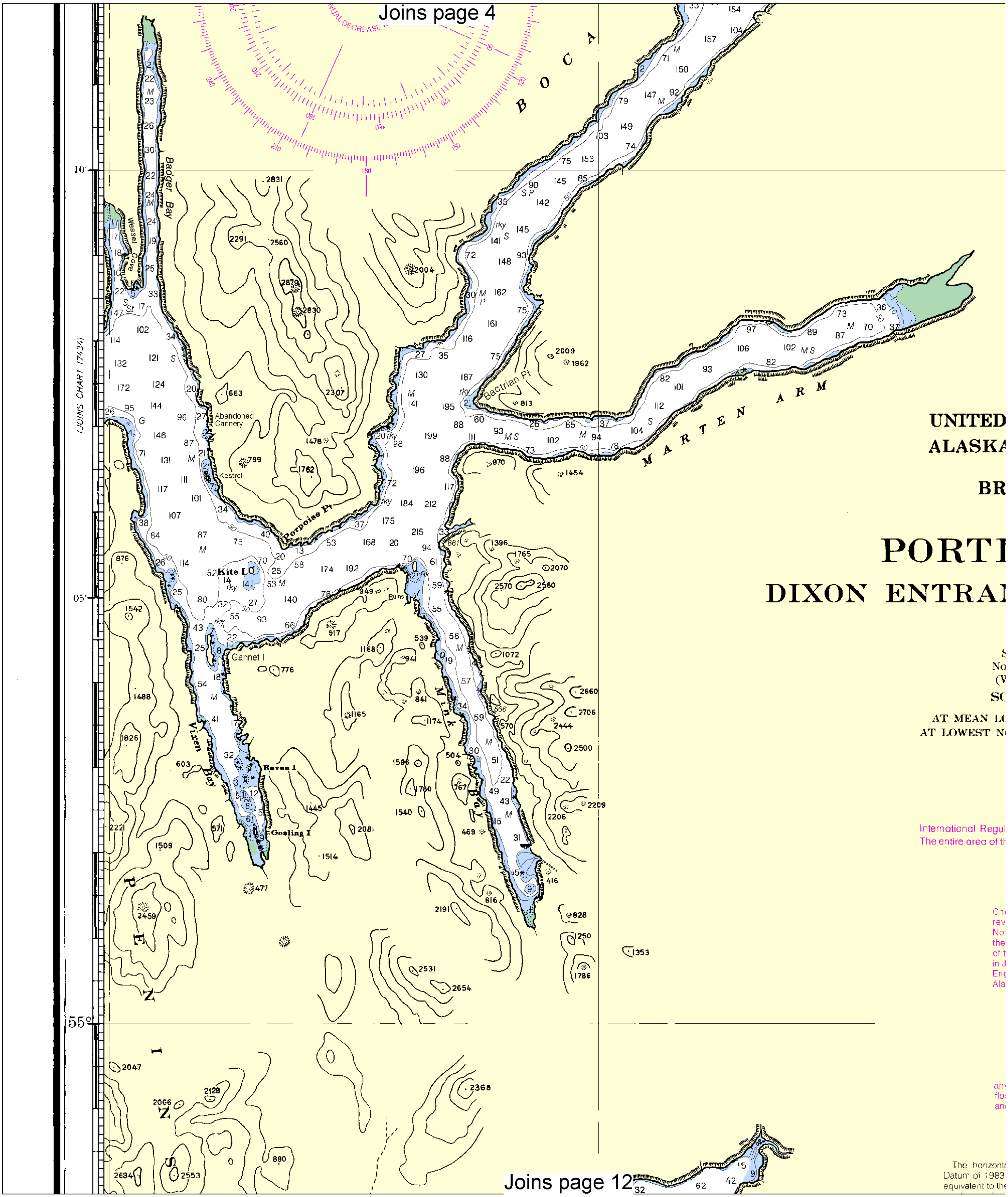
Nautical Miles

Yards



Joins page 11

Joins page 4



Joins page 12

North

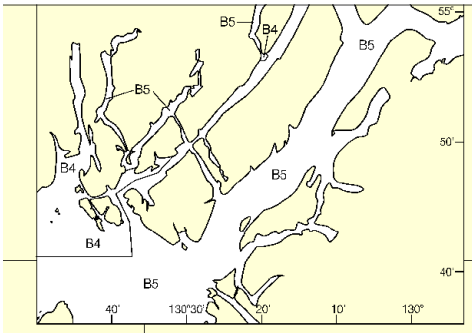
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

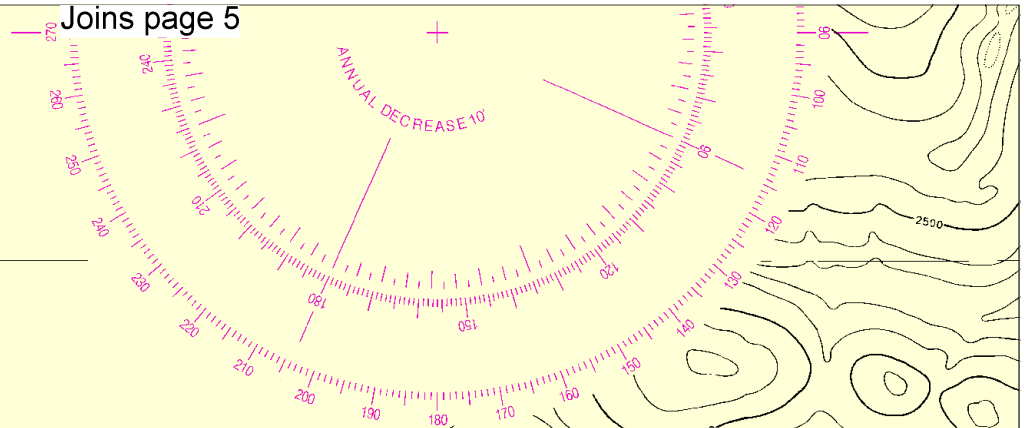
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



Joins page 5



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

D STATES AND CANADA
ĽA—SOUTHEAST COAST AND RITISH COLUMBIA

LAND CANAL
NCE TO HATTIE ISLAND

Mercator Projection
Scale 1:80,000 at Lat. 55° 20′
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
LOWER LOW WATER IN U.S. TERRITORY
NORMAL TIDES IN CANADIAN TERRITORY

COLREGS, 80.1705 (see note A)
gulations for Preventing Collisions at Sea, 1972.
f this chart falls seaward of the COLREGS Demarcation Line.

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Refer to charted regulation section numbers.

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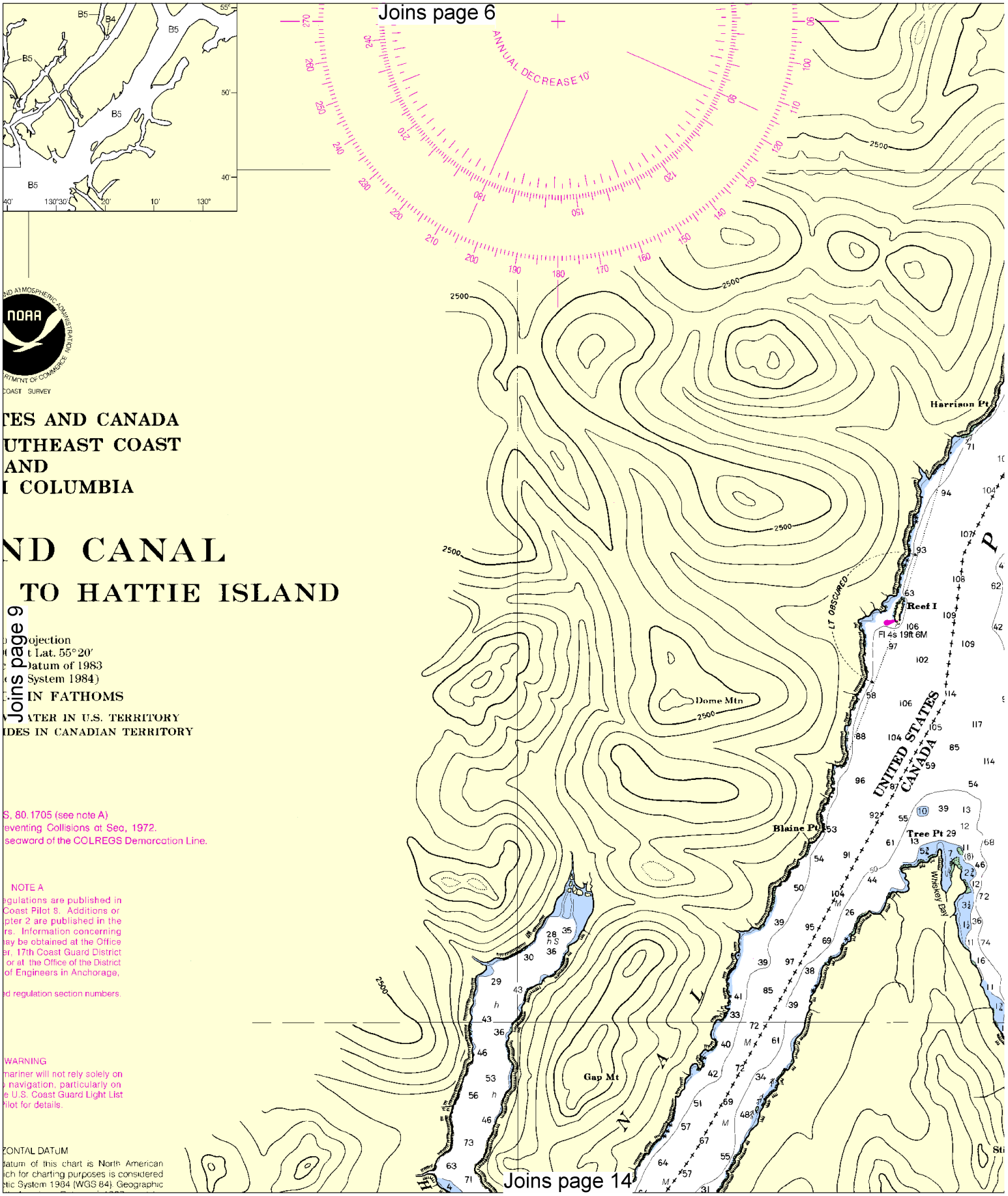
HORIZONTAL DATUM

ntal reference datum of this chart is North American 83 (NAD 83), which for charting purposes is considered the World Geodetic System 1984 (WGS 84). Geographic

Joins page 10

Joins page 13



10

North

Printed at reduced scale. ~~SCALE 1:80,000~~

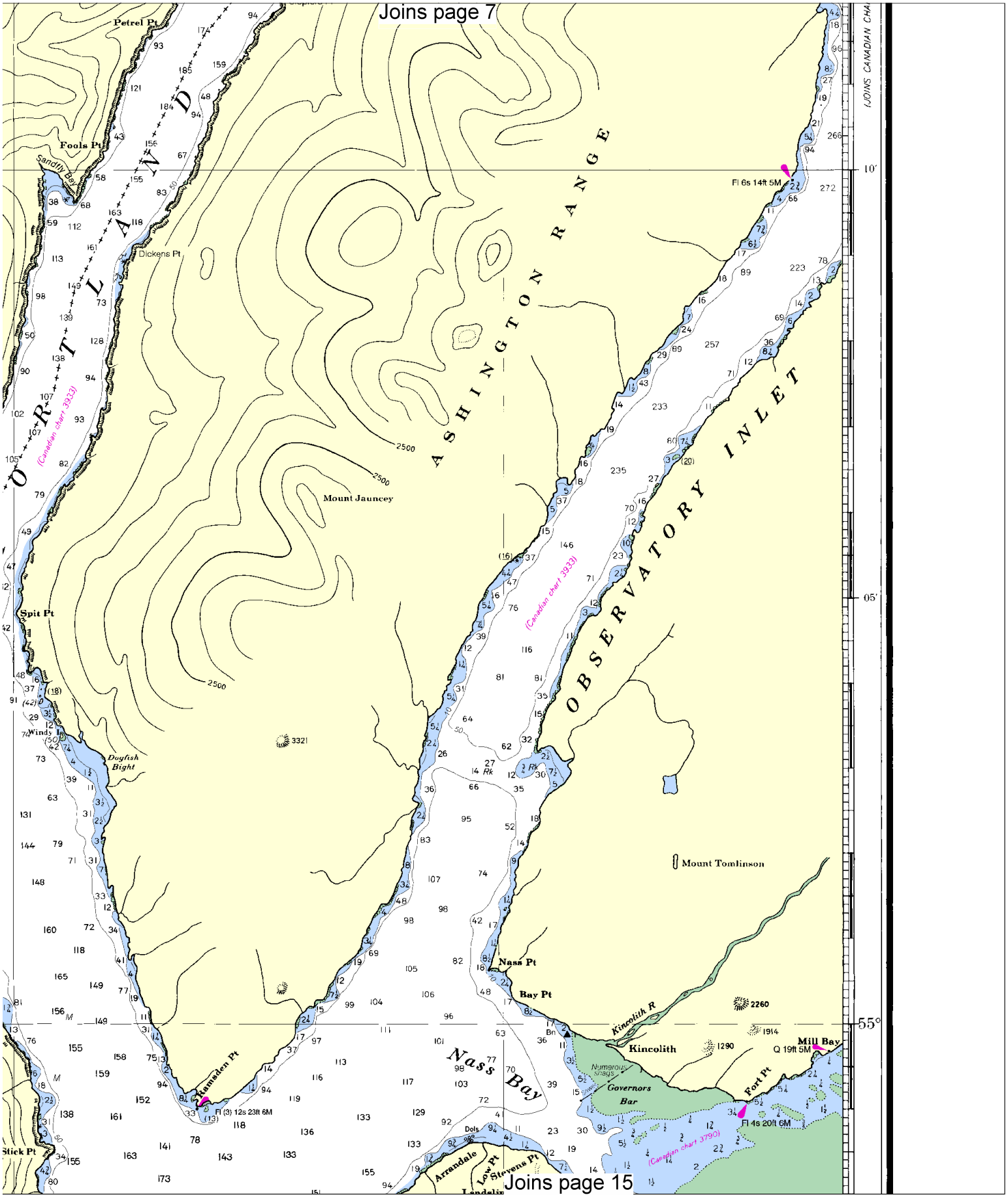
Nautical Miles

1 0 1 2 3 4 5 6 7

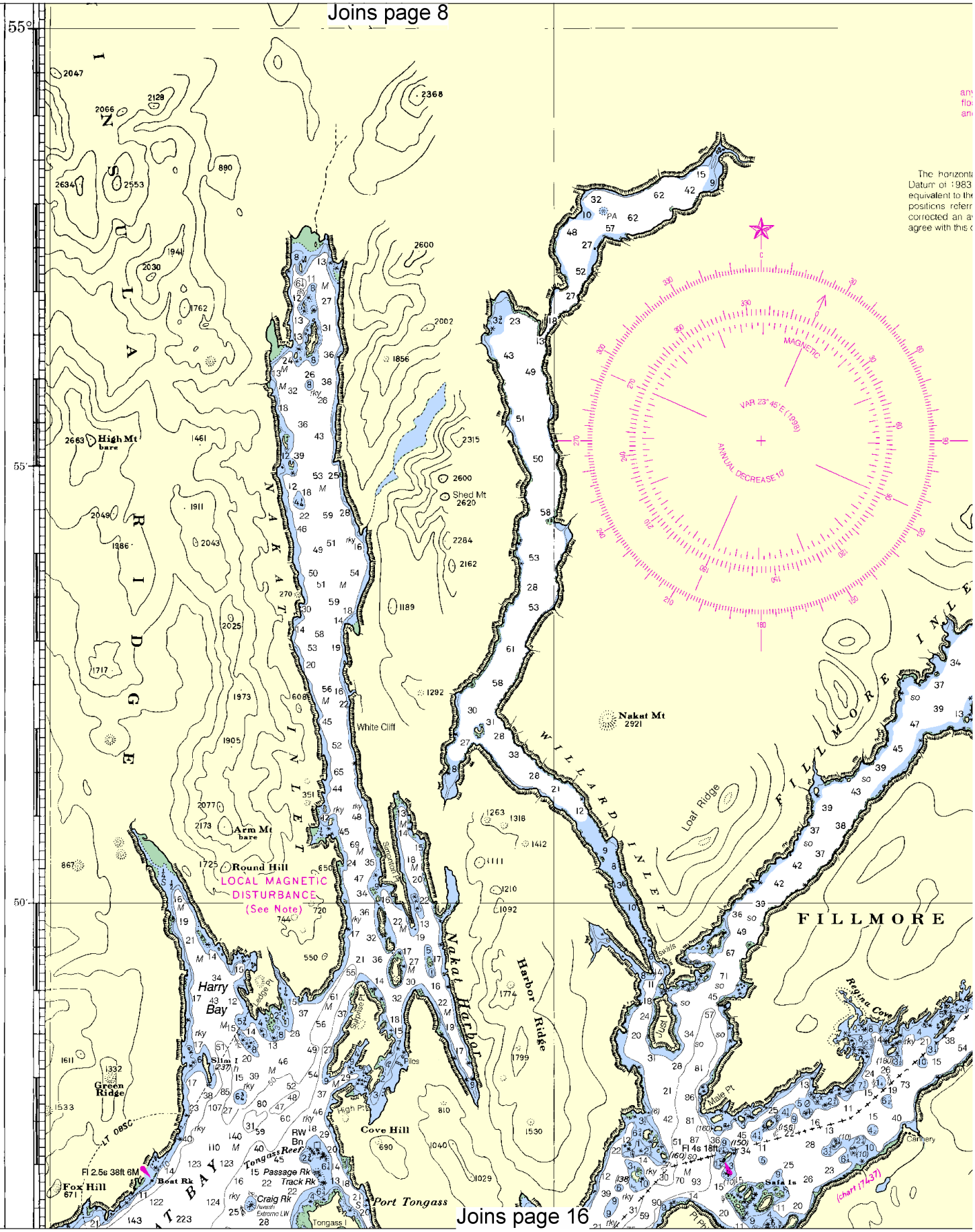
Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
Petrel Pt
Fools Pt
Sandfly Bay
Dickens Pt
NORTH ISLAND
(Canadian chart 3933)
ASHINGTON RANGE
OBSERVATORY INLET
Mount Jauncey
2500
Fl 6s 14ft 5M
Spit Pt
Dogfish Bight
3321
Mount Tomlinson
Nass Pt
Bay Pt
Kincolith R
Kincolith
2260
1914
1290
Mill Bay
Q 19ft 5M
Numerous snags
Governors Bar
Fort Pt
Fl 4s 20ft 6M
(Canadian chart 3790)
Ramsden Pt
Fl (3) 12s 23ft 6M
Nass Bay
Arrandale
Low Pt
Stevens Pt
Stick Pt
Joins page 15
JOINS CANADIAN CHA
10'
05'
55°

Joins page 8



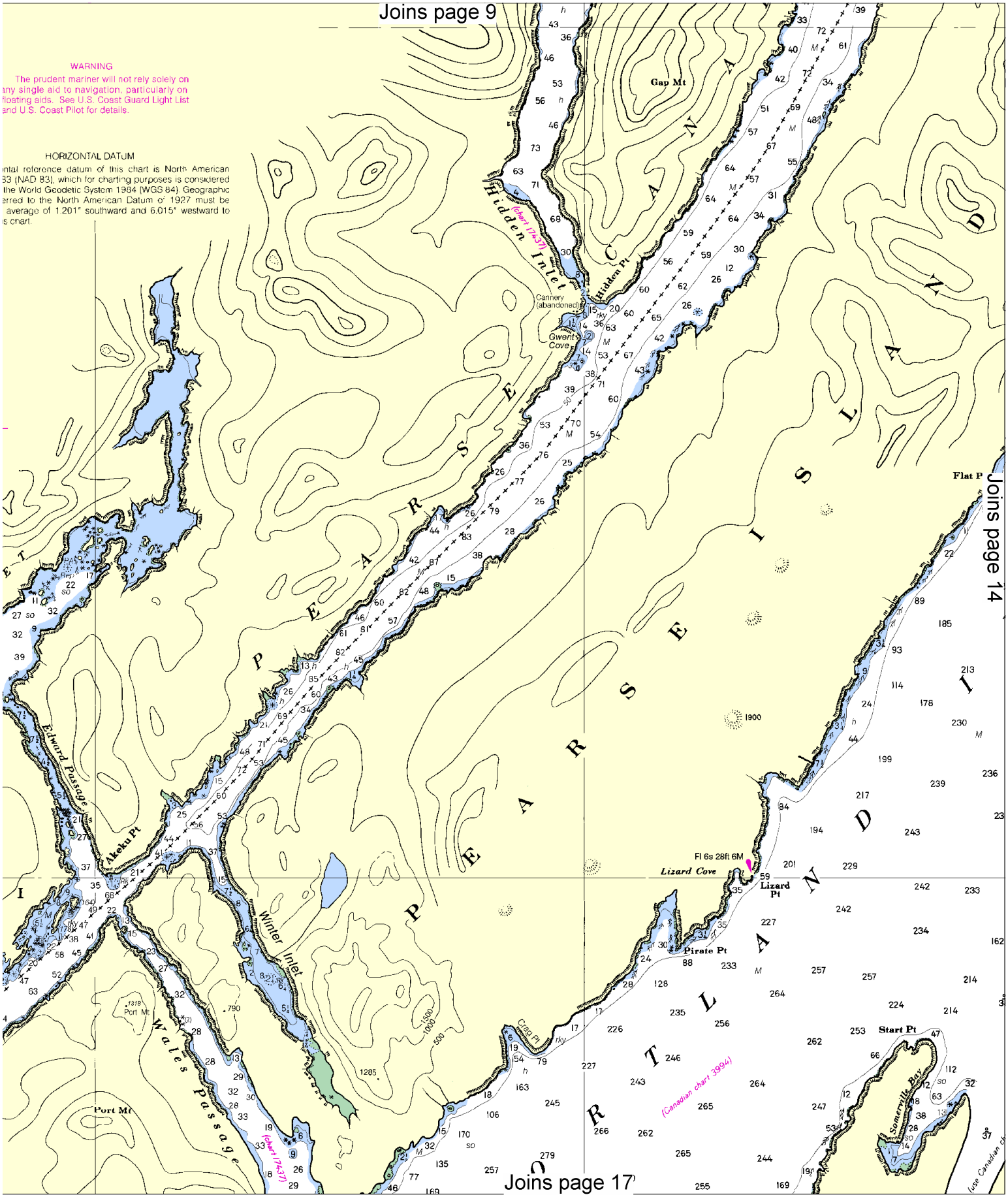
Joins page 16

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 9
WARNING
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HORIZONTAL DATUM
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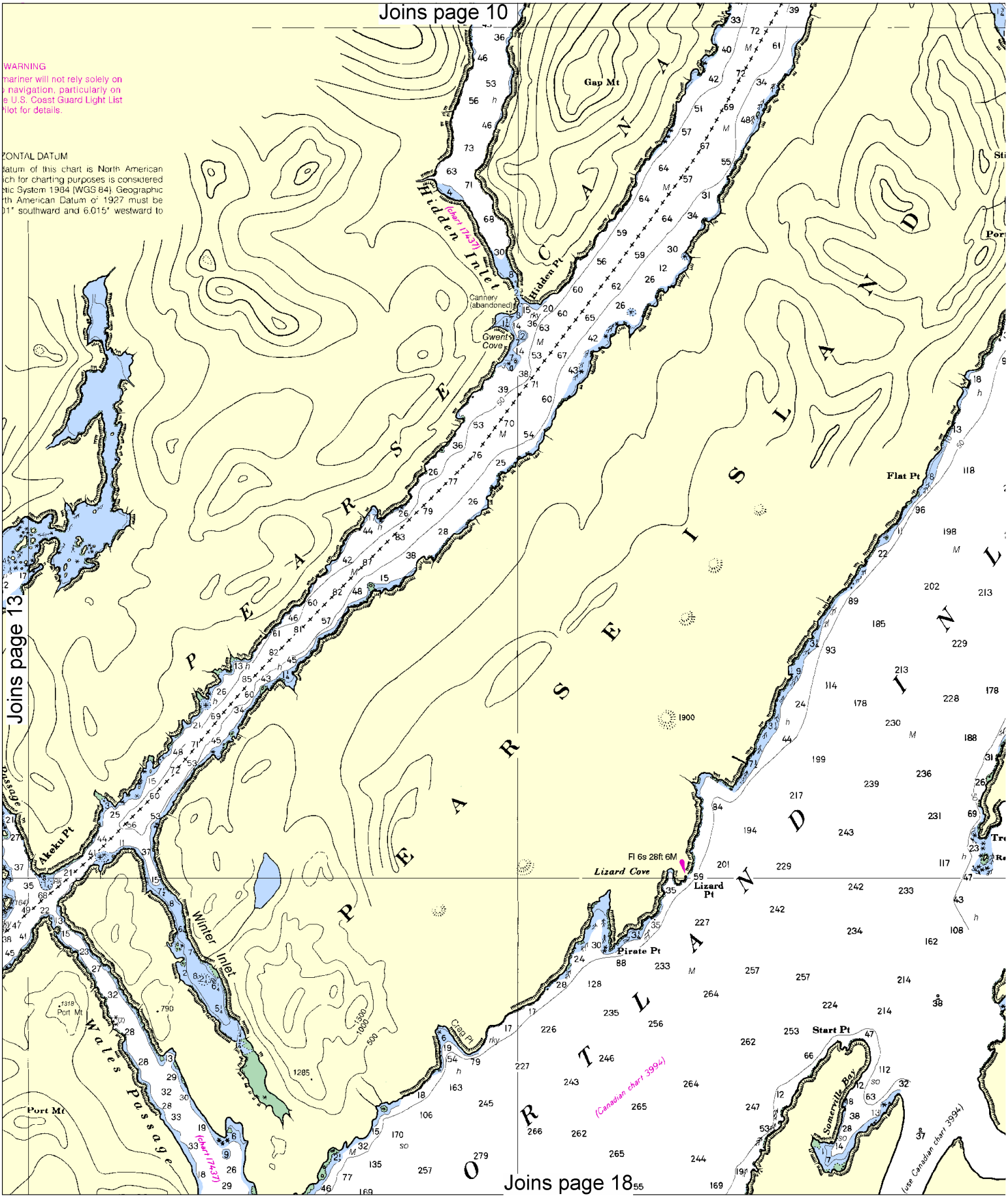
Gap Mt
Hidden Inlet
(chart 17437)
Hidden Pt
Cannery (abandoned)
Gwent Cove
Flat P
Joins page 14
Edward Passage
Akeku Pt
Winter Inlet
Port Mt
Wales Passage
(chart 17437)
Fl 6s 28ft 6M
Lizard Cove
Lizard Pt
Pirate Pt
Crag Pt
Start Pt
Somerville Bay
(Canadian chart 3994)
1900
1285
Joins page 17



14

North

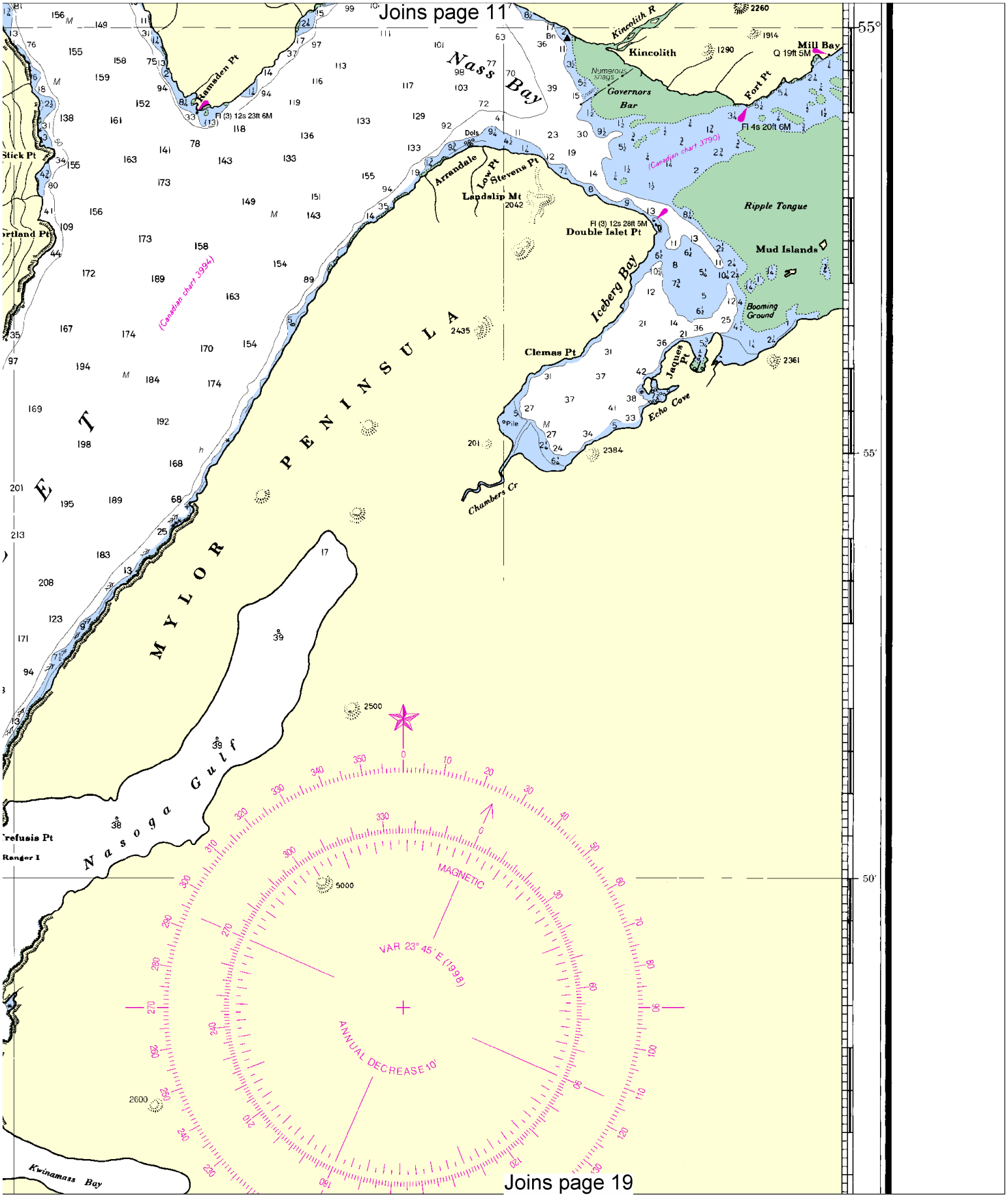
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

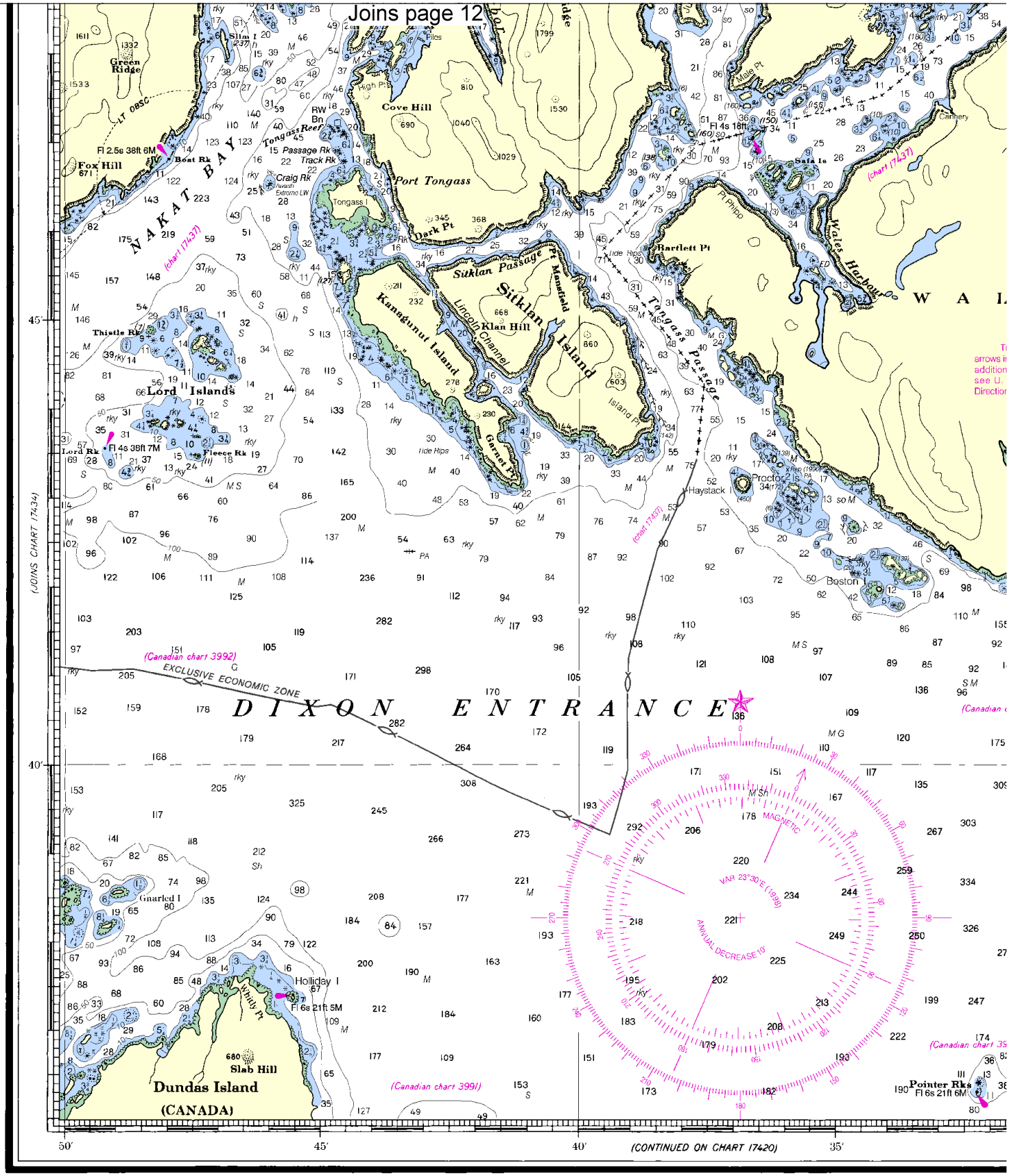
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 11
Nass Bay
Ramsden Pt
Fl (3) 12s 23ft 6M
Kincolith R
Kincolith
Numerous snags
Governors Bar
Mill Bay
Q 19ft 5M
Fort Pt
Fl 4s 20ft 6M
(Canadian chart 3790)
Ripple Tongue
Mud Islands
Booming Ground
Arrandale
Low Pt
Stevens Pt
Landslip Mt
2042
Fl (3) 12s 28ft 5M
Double Islet Pt
Iceberg Bay
Clemas Pt
Jaques Pt
Echo Cove
Chambers Cr
2384
2361
2435
(Canadian chart 3994)
M Y L O R P E N I N S U L A
E T
Nasoga Gulf
Refusis Pt
Ranger I
Kwinamass Bay
2500
5000
2600
MAGNETIC
VAR 23° 45' E (1998)
ANNUAL DECREASE 10'
55°
55'
50'
Joins page 19



7th Ed., July 4/98 ■

17427

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Ministry of Transport and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left-hand corner

SOUNDINGS IN F

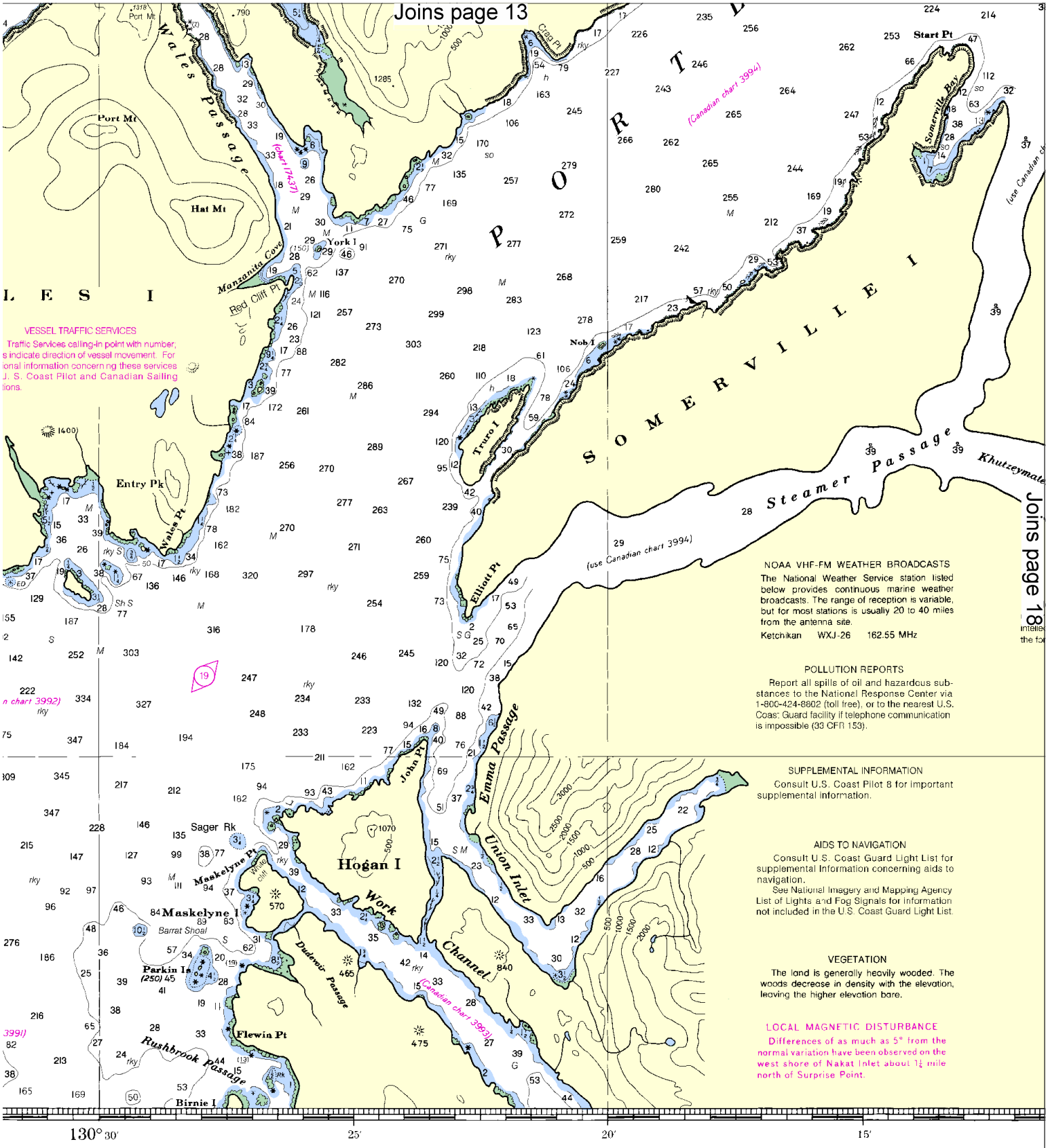
16

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



FATHOMS

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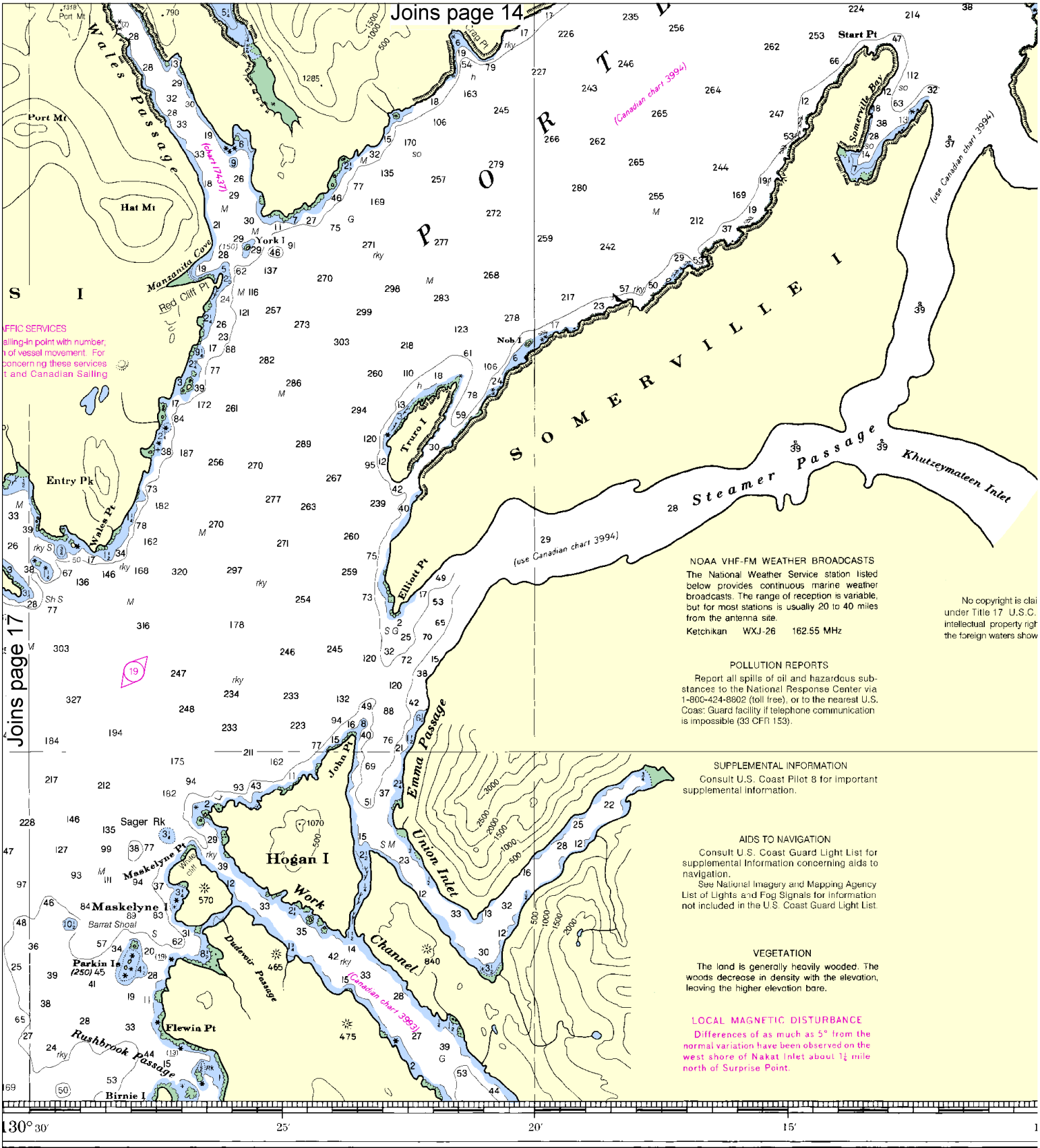
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



IOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

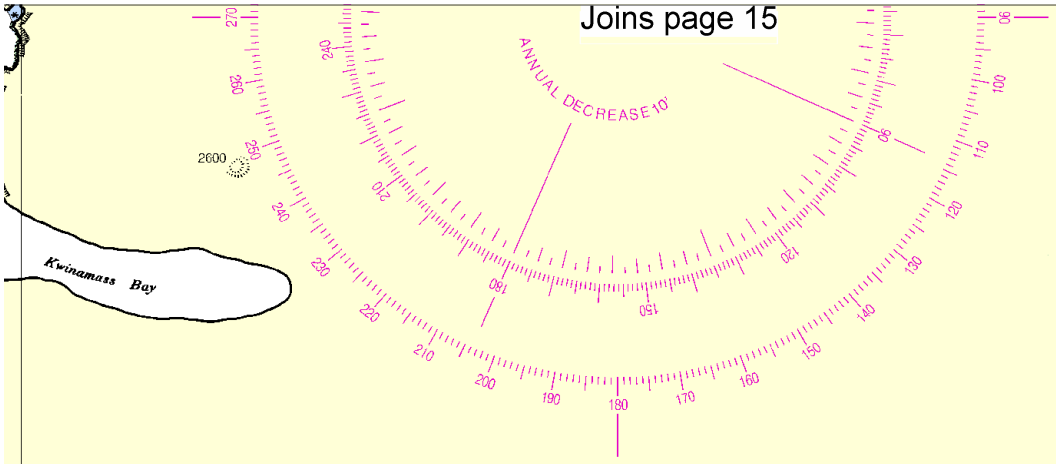
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 15



TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Naket Harbor, Dixon Entrance (54°49'N/130°42'W)	14.7	13.8	1.4	-4.5
Wales Island (Cannery), Pearse Canal (54°47'N/130°33'W)	15.3	14.4	1.5	-4.5
Halibut Bay, Portland Canal (55°14'N/130°06'W)	16.0	15.1	1.7	-4.5
Boca de Quadra, Revillagigedo Channel (55°07'N/130°48'W)	15.0	14.1	1.4	-4.5

(498)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

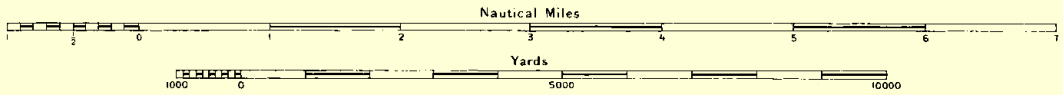
Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Canadian Hydrographic Service.

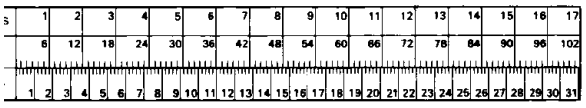
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.



45′
40′
10′
05′
130°
55′

(Inner neatline 105.76cm. N.S. x 75.37cm. E.W.)



Portland Canal

SOUNDINGS IN FATHOMS - SCALE 1:80,000

17427

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000
Canadian Coast Guard (RCC) – 250-363-2995

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.